Weekly World Car Info by CEAUTO

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The Kia Syros Is a Tiny Car With a Huge Personality

Because automakers apparently can never have too many crossovers, Kia is launching the Syros in India. The Syros is based on the K1 platform, hence why you might have noticed some similarities with the Hyundai Casper and its electric Inster sibling. It sits above the Sonet in the local portfolio and looks pretty much like an EV9 toy car. However, beyond some styling cues, the two have nothing in common. For starters, the newcomer is offered only with combustion engines. It's also much smaller, at just 3,995 millimeters (157.2 inches) long. The electric SUV is a full meter (40 inches) longer.

Major Features:

• We'd argue that the front design is undoubtedly the most striking angle of the Syros. Kia pushed the vertical headlights to the sides as it did on the Tasman. Since we mentioned the pickup truck, we can't help but notice that the crossover's nose also sticks out, perhaps more than it should. The odd look continues with the profile, where the plastic body cladding around the wheel

arches reminds us of the Tasman's „eyebrows." An abrupt kink at the quarter glass stands out as well. The styling oddities continue at the rear, where the lower-mounted vertical taillights are installed at the extremities of the bumper. Another set of L-shaped lights sits up high, flanking the tailgate's glass. There's silver cladding all around, along with two-tone wheels as big as 17 inches. Higher-end versions get a dual panoramic sunroof.

• Thanks to its boxy shape, it has an impressive cargo capacity of 16.4 cubic feet (465 liters). Rear legroom should be great for a vehicle in this class, courtesy of a generous wheelbase measuring 100.4 inches (2,550 mm), which is about as long as the bigger Soul. Coincidentally, it's just as wide as the funky crossover/hatchback mashup, at 70.8 inches (1,800 mm), while being slightly taller, at 65.5 inches (1,665 mm).

• Power is provided by a turbocharged 1.0-liter gas engine that produces 118 hp and 127 lb-ft (172 Nm). It is routed to the front wheels via a six-speed manual transmission or a seven-speed, dual-clutch automatic gearbox. Alternatively, the Syros also comes with a 1.5-liter diesel that channels 114 hp and 184 lb-ft (250 Nm) to the road via a six-speed manual or a torque-converter automatic with the same number of gears. The versions equipped with the auto even get paddle shifters. A fully electric version will follow.

• While the exterior is definitely an acquired taste, the cabin is far more normal. Honestly, it actually looks like it belongs to another, more conventionally designed car. Kia has crammed nearly 30 inches of screen real estate by mounting a 12.3-inch digital instrument cluster, a touchscreen infotainment of the same size, and a five-inch panel for the climate settings nestled between the larger displays. Praise be, there are still a handful of physical buttons for accessing often-used functions. Although it's a diminutive crossover, the Syros is loaded with features. It has ventilated

front and rear seats (yes, in the rear, too), wireless Android Auto and Apple CarPlay, and a wireless charging pad. The Syros gets a four-way powered driver's seat, a sliding rear bench that folds 60:40, an electronic parking brake, 64-color ambient lighting, a folding rear central armrest, and an eight-speaker Harman Kardon sound system.

• On the safety side, Kia India offers six airbags, a 360-degree camera, front and rear parking sensors, plus 16 driving aids – from lane keep assistance to adaptive cruise control (with stop & go).

• Syros will get better in time since the pint-sized crossover supports over-the-air updates.

Pricing has not been disclosed, but since the car competes with the $9,300 Škoda Kylaq, it should be dirt cheap.

https://www.motor1.com/news/744977/kia-syros-debut-specs/

Facelifts/Global

Genesis GV60 Facelift Unveiled

Genesis has officially unveiled the redesigned GV60, marking the first major update to its dedicated electric vehicle since its debut in October 2021. The refreshed GV60 showcases a harmonious blend of robust styling and advanced technology, staying true to the brand's design philosophies of "Athletic Elegance" and the "Beauty of White Space." The redesigned Genesis GV60 exudes a commanding presence with its bold exterior updates. At the front, a reimagined bumper with a dynamic, three-dimensional design captures attention, while the headlamps now feature Micro Lens Array (MLA) technology. This innovation emphasizes the brand's iconic Two Lines design language, ensuring a modern and distinctive look. From the side, the coupe-style silhouette is accentuated by sporty 21-inch five-spoke wheels. The sleek design integrates seamlessly with wheel arch cladding and fender garnishes painted in the body color, enhancing the SUV's wide and low stance. At the rear, the skid plate also matches the body color, delivering a contemporary yet rugged aesthetic. Inside, the GV60 retains its

luxurious and futuristic appeal with several upgrades that amplify its technological edge. The iconic Crystal Sphere, a shift-by-wire system, remains a centerpiece, complemented by new high-tech features that enhance the "Beauty of White Space" design concept. The highlight of the redesigned interior is the 27-inch connected car Integrated Cockpit (ccIC). This bezel-free infotainment system seamlessly merges the digital cluster and the audio, visual, and navigation (AVN) screen, creating a cohesive and expansive dashboard. The integration of the upper crash pad further contributes to the spacious feel of the interior. Adding a touch of sportiness and functionality, the new three-spoke steering wheel enhances driver usability while maintaining the elegant aesthetic of the cabin. Genesis has hinted at additional details regarding the redesigned GV60's specifications and pricing, which are expected to be announced in Q1 2025 ahead of its release in the Korean market. The redesigned Genesis GV60 sets a new benchmark for electric SUVs with its combination of athletic styling, cutting-edge technology, and luxurious interiors. This update solidifies Genesis' commitment to innovation and design excellence in the EV market.

https://thekoreancarblog.com/2025/01/06/genesis-gv60-facelift-unveiled/

Suppliers/Global

How Aptiv Plans to Make Cars Better to Drive, Prettier, and Easier to Build

As the industry transitions to software-defined vehicles, manufacturers are grappling with whether to hire internal talent or purchase ready-made solutions from the supplier world. Global Tier I supplier Aptiv made its case for the latter at CES 2025. You may recall that Aptiv is a surviving remnant of the former GM supplier spinoff Delphi focused on two main areas of electrical and electronics development: “Signal and Power Solutions” and “Advanced Safety and User Experience.” A boon to Aptiv’s software-defined vehicle bona fides was its recent acquisition of Wind River Systems, a Silicon-Valley cloud software and embedded operating-systems company. Here are three areas where Aptiv aims to improve your driving life, plus a couple ways it hopes to ease the job of designing and building vehicles.Combining its own or another supplier’s hardware with Aptiv’s open, scalable software, the company’s latest Gen 6 platform utilizes artificial intelligence and machine learning to deliver fully integrated and scalable driver support systems ranging from basic safety compliance up to hands-free L2+ and potentially L3 autonomy. This package, available today, was demonstrated in a Ford Mach-E. Looking farther forward, Aptiv is working on a Hands-Off Urban Assist system – imagine

BlueCruise for city driving, not closed highway systems, that relieves drivers of the stress of navigating congested traffic and diverse weather while improving safety. These systems both benefit from machine-learning-based predictive technology, which enables the system to learn more human-like driving behavior, as it adapts to new real-world driving conditions. Designers rejoice! Aptiv is offering a potential alternative to those ugly dime-sized zits that have marred bumper fascias since the dawn of park-distance sensing. Dubbed the "Ice Cube Sensor," it incorporates a camera plus a small ultrashort-range radar sensor in one tiny unit. It looks and functions as a surround-view camera, but it can also determine the distance to a curb, or a vehicle, child, or other hazard when parking. It packages in the same space as existing cameras and provides blind-spot warning, too. Best of all, Aptiv currently estimates that a four-unit package providing full surround camera views and sensing will cost 10 percent less than today's cameras and ultrasonic sensor array. These sensors are expected to hit production by 2027, at which point we hope to see much cleaner looking bumpers the world over. On the power solutions side of the house, Aptiv showed off a restyled electric Porsche 911 featuring primary and secondary power supply rails serving all safety-critical systems. The primary circuit is supplied by the DC-to-DC power converter, while the secondary rail is connected directly to the low-voltage battery. The system is designed in such a way as to enable both rails to work together (temporarily discharging the low-voltage battery) in times of peak power demand – such as when the e-braking, e-steering, and active suspension systems are all working simultaneously. A primary-network separator can disconnect the primary rail in the event of any major fault or system failure within 100 microseconds, automatically shedding non-safety-critical loads and prioritizing the safety systems served by the secondary rail. Aptiv even has a solution to better monitor and predictively avoid supply-chain problems, offering software to completely model a manufacturer's entire supply chain. This "digital twin" supply chain is used to help suggest potential trouble spots and manage multilevel diversification. The system even monitors weather and news events to offer predictive solutions to any potential supply-chain bottlenecks such events could create.

https://www.motortrend.com/events/aptiv-urban-hands-free-driving-ultrasonic-sensor-alternative-ces-2025/

Previews/Global

BMW Reveals Radical New Panoramic iDrive Digital Display

BMW has revealed how its future cars will look inside, along with a fresh update for its iDrive infotainment system. First launched in the BMW 7 Series in 2001, iDrive initially attracted controversy for combining entertainment, information and navigation features into a single display screen. The German manufacturer has updated iDrive and its operating system ever since, making it one of the benchmark media systems. However, plans for the latest chapter in the development of iDrive are the most dramatic to date, completely revolutionising the interiors of new BMW models. Revealed at the 2025 Consumer Electronics Show (CES) in Las Vegas, the new BMW iDrive system is designed to work with a Panoramic Vision display. The latter sees the conventional instrument panel replaced by a head-up display that spans the entire width of the dashboard. Information is projected onto a black bar across the bottom of the car's windscreen. The most important data, such as speed, is shown on the section in the driver's line of sight. However, the rest of Panoramic Vision can be customised to the driver's preference. As an additional option, BMW's new 3D Head-Up Display can be projected further up the windscreen, putting navigation instructions directly in front of the driver. BMW

has retained a main central iDrive infotainment screen, which is placed closer to the steering wheel for easier access. A new menu structure is said to be more logical to use, with 'Quick-Select' making it faster to find key functions. Widgets on the central touchscreen can be 'swiped' upwards so they are projected onto the Panoramic Vision display. With no classic iDrive rotary controller, operating the infotainment system can be done through voice commands using BMW's Intelligent Personal Assistant, or via a revised multi-function steering wheel. Haptic feedback buttons feature on the wheel, with certain functions illuminating when they are available to use. Thankfully, some physical controls remain for the indicators, exterior mirrors and gear lever. The final piece in the iDrive puzzle will be BMW's new Operating System X – a development of the current version 9. A greater level of personalisation is included, from adjusting ambient lighting and display backgrounds to tweaking the steering settings. BMW's Intelligent Personal Assistant will make suggestions, such as when to engage Sport mode, but adapt and learn if the driver chooses to ignore these. Panoramic iDrive will be integrated into all new BMWs from late 2025 onwards, but it will take centre-stage in the forthcoming Neue Klasse electric models.

https://www.motoringresearch.com/car-news/bmw-panoramic-idrive-ces/

Commercial Vehicles/Global

May Mobility Unveils High-Capacity Electric Autonomous Vehicle with Tecnobus

May Mobility, an autonomous vehicle technology company, has extended its leading portfolio of AV use cases at CES 2025 through a partnership with Tecnobus, an established European electric minibus manufacturer. The partnership introduces a new autonomous minibus platform, allowing May Mobility to offer further flexibility to fleet operators and transit agencies across domestic and international markets. Working with Tecnobus, the new autonomous EV minibus will seat up to 30 passengers and include wheelchair accessibility, enhancing May Mobility's mobility-as-a-service (MaaS) offerings and advancing sustainable transportation. Leveraging May Mobility's patented Multi-Policy Decision Making (MPDM) technology, the first autonomous minibuses are expected to be road-ready in the first half of 2026, with deployments slated for later that year. MPDM leverages in-situ AI to interpret and learn from data in real time, continuously adapting to new, complex and even unpredictable driving conditions. May Mobility's technology makes it possible to efficiently scale its operations, even as it introduces new platforms into its fleet. The minibus, May Mobility's fifth unique vehicle platform, will be integrated into its fleet alongside the Toyota Sienna Autono-MaaS platform, demonstrating

the company's adaptability in autonomous systems integration. This expansion further enhances its ability to serve a broader range of mobility use cases, from ride-hailing services to high-capacity transit. The partnership also paves the way for May Mobility's expansion into new international markets, supported by Tecnobus' parent company, ICAPGROUP, and its established 30-year infrastructure spanning 27 countries and over 1,200 sites.

https://www.designdevelopmenttoday.com/industries/automotive/news/22929831/may-mobility-unveils-highcapacity-electric-autonomous-vehicle-with-tecnobus

Facelifts/Global

Porsche 911 Carrera S Updated with 473bhp and Turbo-Inspired Look

The new ‚992.2' Porsche 911 Carrera S has been revealed with looks modelled on the top-rung Turbo and a healthy power uplift over its predecessor. Sitting above the Carrera T and below the new 911 GTS T-Hybrid, the facelifted Carrera S is claimed to match the performance of the previous GTS. With power from the turbocharged 3.0-litre flat six lifted from 444bhp to 473bhp, this latest iteration of the rear-driven 911 shaves 0.4 sec off the 0-62 mph time to complete the sprint in just 3.3sec and it tops out at 191 mph. The power uplift comes courtesy of new turbochargers and an „extensively optimised" cooling system. Priced from £119,800 as a coupé and £129,800 in cabriolet guise, the Carrera S now comes with „significantly" more equipment as standard than it did before. Highlights include staggered 20/21 in bespoke alloy wheels, a sports exhaust system with silver tips and Porsche's Torque Vectoring Plus system, which is not available on the standard Carrera. There's also an upgraded brake system lifted from the new GTS hybrid, with 408 mm front discs and 380 mm rears, which is said to offer „outstanding rates of deceleration". Ceramic discs are an option, along with a sports suspension package that lowers the ride height by 10 mm and adds rear steering. Porsche says that optimised

hydraulic dampers provide more precise responses, while adjustments to the steering make it „more direct" in the corners. To go with its increased performance, the Carrera S now has a more aggressive look, donning the swollen rear arches and larger intakes of the 911 Turbo, which itself has yet to be updated and is expected to follow the GTS in going hybrid. As with other versions of the updated 992.2-generation 911, the interior has not been dramatically modified, but there is now an option that enables buyers to additionally upholster the glovebox, side panels and seat base in leather.

https://www.autocar.co.uk/car-news/new-cars/porsche-911-carrera-s-updated-473bhp-and-turbo-inspired-look

Facelifts/Global

Tesla Unveils Model Y Juniper

Tesla has kept its word. After the revised version of the Model Y, codenamed Juniper – with a view to the Model 3 Highland unveiled at the end of 2023 – was already expected for 2024, Tesla announced that there would be no new Model Y that year. As soon as 2024 was over, not only uncamouflaged prototypes of the Model Y Juniper were spotted: Tesla has published photos and info about the new model on its Chinese website. As expected, Tesla is now bringing many of the features of the Model 3 Highland to the Model Y. These include improvements to the acoustics, which should lead to a quieter interior. There is now also ambient lighting and an additional screen for rear-seat passengers. There will also be new seats, including a ventilation function, and the rear seat backrests now fold down electrically. A steering wheel with the look of the new Model 3 is also installed in the Juniper Model Y, but probably with one change: in some shots of the interior, classic indicator levers can be seen, which have been replaced by steering wheel buttons in the Model 3 Highland. Tesla is still holding back on technical details. It is only said that the Model Y Juniper will be more efficient and have more power. The efficiency can only be deduced from the range figures: For the Model Y Long Range with all-wheel drive and 19-inch rims, Tesla now states 719 kilometres according to the Chinese cycle CLTC; previously, it was 688 kilometres. It is not known whether this is achieved purely through efficiency measures on the drive or a slightly larger battery. After 4.5 years of construction, the improvement is relatively small on the one hand. On the other

hand, the Model Y was already one of the more efficient models in its class before the facelift. There is no information yet on charging performance. With the Model 3 Highland, there were no significant changes to the familiar 'Tesla charging curve,' which starts with a high peak at a very low charge level and then drops off almost linearly. According to the information from China, however, the 400-volt system will remain in place, which means that the maximum charging power (with the usual Tesla current of more than 500 amps) will likely remain at 250 kW. The Model Y Juniper can accelerate better. Although the increase in performance has not yet been communicated, the all-wheel-drive Model Y is now expected to achieve the standard sprint from a standstill to 100 kph in 4.3 seconds instead of 4.9 seconds. That would indicate a significant increase in performance, as 0.6 seconds are not saved with a few extra kilowatts. However, improved control of the all-wheel drive could also improve traction and thus shorten the sprint time without needing more power. The chassis has also been revised. It should now enable 'smoother driving' – also analogue to the Model 3 Highland, but specifically adapted to the SUV. To this end, the spring units have been adapted, and new wheel/tyre combinations have been installed. This is intended to remedy one of the points of criticism, the sometimes bumpy rolling behaviour. A performance version is not available at the launch of the Model Y Juniper, but Tesla only introduced this a little later with the revised Model 3 – also with minor changes to the appearance. The design is the first thing that catches the eye with the Juniper version: Tesla has fundamentally revised the look of its bestseller, even if the familiar curved roofline of the Model Y remains. However, instead of adapting the design of the SUV to the Model 3 Highland, Tesla has modelled it on the Cybertruck and the Cybercab. At the front, there are extremely narrow headlight units and a continuous LED light strip. Based on a few

prototype images, it could still be surmised that the Model Y would have two-part headlights. It is now clear that the fog lights have been moved upwards a little, which explains the openings in the camouflage film. However, the main headlights appear to be integrated into the narrow LEDs and are not hidden in a separate unit underneath, as is the case with Xpeng or Nio. These brands are often used in social networks to compare the new design. There is also a continuous light strip at the rear – this time in contrast to the Model 3. Although the rear lights themselves are modelled on the Highland, they are connected by an optical element. Once again, regarding the indicator lever, the subject of much discussion on the internet, it is striking that the steering column lever can only be seen in photos of the right-hand drive version for markets such as Hong Kong. In the pictures of the Chinese version with the steering wheel on the left-hand side, no lever can be seen – at least on the right-hand side of the steering column. This suggests that the gear selector lever has indeed been removed, but a simple indicator lever is still fitted on the left. Another important new feature: a camera is now integrated into the redesigned front bumper. Previously, the Model Y did not have a front camera in the bumper, but only in the interior mirror unit. A 360-degree view was previously not possible, so the image was not as accurate when parking because there was no information from directly in front of the vehicle. The Juniper models should thus offer a more precise image thanks to the new camera and provide more accurate data, for example, when parking.

https://www.electrive.com/2025/01/10/tesla-unveils-model-y-juniper/

Facelifts/Global

The Škoda Enyaq Facelift Brings More Range

The Škoda Enyaq, which is based on the same underpinnings as the Volkswagen ID.4, just got a facelift. Thanks to a combination of above-average specs, a spacious interior and a decent price, the Enyaq is one of Europe's best-selling EVs, battling it out with the popular Tesla Model Y. Skoda is well aware that it has a great product on its hands, which is why the list of improvements brought forward by this mid-life refresh isn't exactly groundbreaking. I'll get the obvious out of the way first. The Enyaq has a new face now. Gone is the familiar Škoda grille and conventional pair of headlights. In their place, the so-called Modern Solid face that debuted on the smaller Elroq late last year has made its way up front. It has a fake black grille nestled between a pair of LED daytime running lights, while the main beams have been relocated lower on the bumper. That fake upper grille can also be illuminated on the top trims of the electric crossover. Thanks to the new face, the drag coefficient of the Enyaq is now among the best in the segment, according to Skoda. The regular version of the crossover now has a Cd of 0.245, down from 0.264, while the Coupe variant has a drag coefficient of 0.225, down

from 0.234. The better aerodynamics led to an improvement in efficiency, which in turn led to higher driving range figures, despite using the same batteries and electric motors as before he facelifted Skoda Enyaq is available in three versions. The base trim, known as the 60, comes with a 59-kilowatt-hour (usable) battery that offers a WLTP-rated range of 272 miles on the Coupe body style and 268 miles on the regular crossover version. Next is the 85 version, which comes with a 77-kWh (usable pack). In the Coupe, it offers an official driving range of 371 miles on a full charge and 365 miles on the regular model. Before the facelift, the maximum range estimate was 354 miles. There's a new exterior color available called Olibo Green, and the interior has more sustainable materials than before. Heated front seats and a heated steering wheel are part of the standard kit, as are the five-inch instrument cluster and 13-inch infotainment screen. The Škoda Enyaq debuted at the end of 2020. Three years later, the high-voltage packs and electric motors were updated, and the software was tweaked to allow users to precondition the battery before DC fast charging sessions. Pricing for the updated Skoda Enyaq has not yet been announced, but I expect similar MSRPs to those of the pre-facelift model. In Germany, the outgoing Enyaq 85x was priced at the equivalent of around $53,000.

https://www.msn.com/en-ie/lifestyle/shopping/the-skoda-enyaq-facelift-brings-more-range/ar-AA1xaXUe

Concept Cars/Europe

Renault Twingo E-Tech Prototype Revealed at Brussels

Renault unveiled the Twingo E-Tech electric prototype at the Brussels Motor Show, previewing the design and features of the production model slated for release in 2026. Staying true to the original Twingo's iconic design, the prototype introduces a modern, functional layout with innovative features aimed at enhancing day-to-day usability. Developed in just two years by Ampere, the Twingo E-Tech electric promises affordability with a projected entry price of under €20,000. The Twingo E-Tech prototype showcases a cylindrical, airy dashboard and a clever layout tailored for urban lifestyles. The design includes thoughtful touches such as a magnetic headrest area for rear passengers' phones, a skateboard-inspired seat adjustment knob, and elastic map pockets for storing water bottles. Nostalgic elements like the translucent hazard button evoke the first-generation Twingo. The prototype's heritage-inspired design extends to the exterior, with playful lines, embossed LED headlamps, and the iconic Twingo logo on the tailgate. Updates made since its debut at the 2024 Paris Motor Show reflect Renault's commitment to refinement, including optimized bumper designs and additional functional tweaks. Built on the AmpR small platform, the Twingo E-Tech electric prototype is designed to make electric mobility accessible. Priced under €20,000, it complements Renault's broader E-Tech range, including the Renault 5, 4, Megane, and Scenic. This compact city car reaffirms Renault's mission

to provide sustainable, affordable solutions in the electric vehicle market. Renault, a pioneer in European electric vehicles, continues its transformation through the 'Renaulution' strategic plan. The company is committed to modernity, innovation, and electrification across its automotive offerings, aiming to shape the future of sustainable mobility.

https://theevreport.com/twingo-e-tech-prototype-revealed-at-brussels

New Model Introductions/Europe

The Mazda 6e Is a Rear-Drive, Electric 6 for Europe

We were quietly sad when the Mazda 6 died off in 2023. It wasn't particularly exciting (not since the hot first-gen MPS version, anyway), but it was handsome, well-made, reliable, quite nice to drive, and something at risk of disappearing altogether: a simple, unpretentious, no-BS saloon car. Well, there's good news: it's coming back! This time, though, it'll be fully electric, and sold as the 6e. If the car you see here looks familiar, that's because it is: it was originally unveiled at last year's Beijing Auto Show as the EZ-6, a new electric saloon for the Chinese market. Mazda evidently took heed to the positive reception it got across the world, though, because it's now confirmed the EZ-6 is heading to Europe with a more familiar badge. While China gets both full EV and plug-in hybrid versions, Mazda has so far only confirmed pure electric versions for Europe. There'll be a choice of two powertrains, the first of which prioritises performance over range. It'll use a 68.8kWh battery for a quoted 300-mile range, while its 254bhp motor will allow it to hit 62mph in 7.6 seconds. A longer-range version will get a beefier 80kWh battery, giving it a quoted 345-mile range. The tradeoff will be slightly less power – 241bhp, dropping the 0-62mph time to 7.8 seconds. Both versions make 236lb ft of torque and support DC rapid charging, with the smaller battery capable of being topped up from 10 to 80 per cent in 22 minutes on a suitable charger. Some further promising news is that the 6e is rear-wheel drive, and European-spec cars will have a specific tune for the suspension,

braking and steering developed by Mazda's team in Frankfurt. What really caught our attention in the first place, though, was how pretty the EZ-6 is, and that's kept very much intact for the European version. It gets frameless doors, aero-friendly 19-inch wheels, and that truncated rear end that hides a 330-litre boot. There's a 70-litre storage area up front, too. The bright, airy interior is as we saw on the EZ-6 too, and while it looks lovely, we're a bit concerned by the lack of buttons. Everything's handled by a 14.6-inch infotainment screen and 10.2-inch instrument cluster, although there does at least seem to be a decent amount of shortcut keys along the bottom. The 6e will go on sale in mainland Europe later this year, before arriving in the UK in the first half of 2026. It'll join the curious MX-30 as Mazda's second full EV in Europe, although the company's gamble not to go all-in on electric appears to be paying off as wider EV sales fluctuate. Mazda says it'll join a broad lineup of mild hybrids, PHEVs and full EVs.

https://www.carthrottle.com/news/mazda-6e-rear-drive-electric-6-europe

New Vehicles/Middle East

Genesis Unveils GV80 Coupe Under "One of One" Exclusive Program in the Middle East

Genesis has recently unveiled the GV80 Coupe as part of its exclusive "One of One" program in the Middle East. This initiative demonstrates Genesis' commitment to delivering personalized, high-performance vehicles tailored to the preferences of its most discerning customers. The GV80 Coupe showcases a striking blend of sophistication, sportiness, and advanced technology. Below, we explore the stunning design and unique features of this exclusive model based on the recently revealed images.

The Genesis GV80 Coupe boasts an eye-catching two-tone exterior that pairs a vibrant blue finish with sleek black accents. The bold front grille is adorned with a diamond-patterned mesh, a signature design element of Genesis, while the aerodynamic hood and streamlined roofline enhance the sporty appeal of the vehicle. The aggressive grille is complemented by quad LED headlamps, delivering a futuristic look. The side air vents and blacked-out wheels further underscore its performance-oriented character.

The taillights feature a distinctive double-line design, which is seamlessly integrated into the coupe's sculpted rear fascia. The "GV80" badge, prominently displayed, reinforces its identity within Genesis' SUV lineup. Step inside the GV80 Coupe, and you are greeted by a lavish interior that seamlessly merges comfort with cutting-edge technology. The cabin is enveloped in premium blue leather upholstery, matching the vehicle's exterior tone for a cohesive aesthetic. A wide digital display spans the dashboard, offering an intuitive interface for navigation, entertainment, and vehicle settings. The carbon fiber trim adds a sporty yet luxurious touch. The quilted leather seats, with meticulous attention to detail, provide both support and elegance, making every journey a pleasurable experience. Advanced driver-assistance systems and customizable driving modes ensure the GV80 Coupe delivers a safe yet exhilarating driving experience. The Middle East represents a significant market for luxury automotive brands, with a growing demand for bespoke vehicles. By unveiling the GV80 Coupe under the "One of One" program, Genesis reinforces its position as a leader in delivering exceptional craftsmanship and exclusivity in the region.

https://thekoreancarblog.com/2025/01/07/genesis-unveils-gv80-coupe-under-one-of-one-exclusive-program-in-the-middle-east/

Facelifts/North America

2025 Ram 2500, 3500 HD Models Go Heavy on the Grille, Boast Up to 1075 LB-FT of Torque

Torque and towing capability make the heavy duty pickup truck world go ‘round, which means every generation of new HD rig needs to up the ante versus its predecessors. The 2025 Ram 2500 and 3500 Heavy Duty models revealed on January 7 do just that, with an improved diesel engine packing more torque than ever – alongside all sorts of tech and luxury upgrades, much as the lighter-duty Ram 1500 models have benefited from in recent years. Instead of the previous pair Cummins diesel options, Ram is only offering one for 2025 – an updated version of the outgoing High-Output variant. This 6.7-liter inline-six turbodiesel produces 430 horsepower and, more importantly 1,075 pound-feet of torque. That only falls short of Ford’s high-output version of the PowerStroke, giving up 70 horses and 125 pounds of twist by comparison. Ram says this new Cummins engine features a redesigned block and head, a new turbo, intake manifold and improved high-pressure fuel system. And there’s good news for those who live in extra-cold environments: this Cummins now makes use of glow plugs. Ram says its eight-speed transmission has wider gear ratios and a lower cruising rpm with a reduction in rear axle ratio, but Ram still promises great towing and hauling performance. That said, maximum towing does take a small dip for

2025; as Ram touts 36,610 pounds versus 2024's 37,090-pound maximum. The other engine (which comes standard) is the tried-and-true 6.4-liter Hemi V8, which produces 405 horsepower and 429 pound-feet of torque. Once again, this is the only engine available on the 2500 Power Wagon, as the diesel can't be paired with Ram's most extreme off-road heavy duty model. Those powertrains can be found behind a new face, one which is shared with a few variations across all of the heavy duty Ram's trim levels: Tradesman, Big Horn / Lone Star, the aforementioned Power Wagon, Rebel, Laramie, Limited Longhorn and Limited. You'll notice different fascias for different variants, but with larger, more upright grilles across the lineup for that in-your-face look pickup makers seem to love these days. LED headlights are now standard, with bi-functional projectors available. A new electrical architecture enables a freshened, screen-heavy interior, with the 14.5-inch touchscreen infotainment system from the 1500 making its way into Heavy Duty models. The 10.25-inch passenger touchscreen is also present, allowing for movie watching or infotainment control; for now, it's the only heavy duty pickup to offer a passenger screen option. Other nice tech upgrades include an available digital rearview mirror, more driver assistance features and an onboard power inverter capable of providing 2.4 kilowatts of power via outlets in the bed. Ram says its refreshed Heavy Duty models will hit dealerships in the first quarter of 2025, with pricing for the 2500 Tradesman starting at $47,560 and the 3500 Tradesman at $48,565. Full-line pricing should follow shortly, but the base models only see minor price increases compared to their 2024 variants; here's hoping that trends continues across the board.

https://www.roadandtrack.com/news/a63351818/2025-ram-heavy-duty-pickup-trucks/

New Vehicles/North America

Dodge Mexico Unveils Limited Edition Attitude Green Hornet Model

Dodge Mexico is gearing up to release its first limited-edition run of the popular Attitude sports sedan. Known as the Green Hornet, Dodge will build only 300 units, each featuring a distinctive Matte Olive Green exterior color that gives the car a unique and aggressive look. This special edition combines powerful performance with innovative technology, making it a standout in the compact sedan category. Under the hood, the Green Hornet features a turbocharged 1.5-liter inline-four-cylinder engine, delivering 168 horsepower and 184 lb-ft (249 Nm) of torque. This powertrain is paired with a 7-speed automated dual-clutch transmission, offering smooth and precise shifts. It can accelerate from 0 to 100 km/h (0-62 mph) in just 6.95 seconds, giving its class impressive speed and responsiveness. Fuel efficiency is another highlight, achieving up to 20.92 km/l on the highway, making it thrilling and economical for drivers. The exterior design is inspired by military aircraft, with sleek, aerodynamic lines that reduce drag. It features a low coefficient of drag of just 0.26 CD, which helps improve fuel efficiency and decrease wind noise. The aggressive front grille and full LED headlights ensure superior visibility, while the sporty quad exhaust system enhances its dynamic look. The 18-inch wheels are finished in satin black and mounted on high-performance Michelin Pilot Sport 4 tires, ensuring excellent grip and handling.Inside, the Green Hornet continues its premium design and advanced

technology theme. The 10.25-inch digital LCD instrument panel is fully configurable, providing all necessary driving information at a glance. The cabin has a leather-wrapped sports steering wheel, offering depth and height adjustments, paddle shifters, and an active exhaust button. Connectivity is seamless with Apple CarPlay, Android Auto™, MirrorLink, and a high-definition reverse camera for added convenience. The Green Hornet also boasts a floating center console with a carbon fiber finish. The gear selector is inspired by a jet fighter's joystick for a unique and futuristic touch. There are five selectable driving modes: Eco, Comfort, Sport, Sport+, and DIY, each offering a customized driving experience, from efficient cruising to dynamic performance. Regarding safety, the Attitude Sport Green Hornet is equipped with a full suite of advanced safety features, including Advanced Driver Assistance Systems (ADAS). The lightweight materials used in its construction ensure structural rigidity and better impact absorption, providing a safe and comfortable driving experience. The 2025 Dodge Attitude Sport Green Hornet is priced at $488,900 MXN (or about $27,400 USD) and is backed by a 3-year or 60,000 km warranty. Additionally, Mopar offers extended warranty and maintenance plans and a tire protection program, making it a reliable and practical option for those looking for a blend of performance, style, and technology.

https://moparinsiders.com/dodge-mexico-unveils-limited-edition-attitude-green-hornet-model/

New Vehicles/North America

2025 Toyota Prius Nightshade Edition Debuts

The 2025 Toyota Prius lineup introduces the Nightshade grade in the US, delivering a bold, moody aesthetic with exclusive features. Building on the XLE trim, the Nightshade edition offers unique black exterior accents, 19-inch alloy wheels, and an exclusive Karashi exterior color. With enhanced design elements and Toyota's advanced hybrid technology, the Prius Nightshade delivers both style and performance. The Nightshade grade enhances the 2025 Prius lineup, which includes four trims: LE, XLE, Nightshade, and Limited. Under the hood, the Prius boasts Toyota's fifth-generation hybrid technology, pairing a 2.0L inline-four engine with electric motors for a smooth, responsive drive. The FWD models achieve 194 horsepower, while AWD-equipped models deliver 196 horsepower, ensuring efficiency and performance. The Prius features selectable drive modes – Normal, ECO, and Sport – for optimized driving dynamics. Additionally, the Electronically Controlled Brake system maximizes regenerative braking for improved fuel economy. Inside, the Prius offers a connected and comfortable experience with Toyota Audio Multimedia, multiple USB-C ports, and optional JBL® Premium Audio. Cloud-based navigation, intelligent assistant features, and a Wi-Fi hotspot elevate the tech offerings, catering to modern driver needs. Toyota's commitment to safety continues with Toyota Safety Sense 3.0, offering cutting-edge features such as Proactive Driving Assist, Dynamic

Radar Cruise Control, and Automatic High Beams. Standard convenience features include Blind Spot Monitor, Safe Exit Alert, and Rear Cross-Traffic Alert. With a starting MSRP of $28,350, the 2025 Prius ensures a balance of innovation, efficiency, and affordability. It is supported by ToyotaCare and robust warranties, including a 10-year/150,000-mile hybrid battery warranty, emphasizing reliability.

https://theevreport.com/2025-toyota-prius-nightshade-edition-debuts

Previews/North America

Aptera Shows Its Production-Intent Solar EV at CES

Aptera has publicly unveiled the production-intent version of its long-awaited solar EV, which it says will start deliveries by the end of this year. Aptera has a long history in the automotive space, dating all the way back to its original founding in 2006 by co-founders Steve Fambro and Chris Anthony. It has had the same basic teardrop design all along, but at the time it was going to be fueled by a small gas engine, promising 330 miles per gallon. But the last iteration of Aptera hit many bumps in the road, and went defunct in 2011, having to return thousands of customer deposits. Then, in 2019, the company was relaunched, by the same original founders as before. But this time, it had a solar-powered electric car – which, frankly, makes a lot more sense for a futuristic vehicle than a gas engine does. That's the iteration we're on now, and six years later – and nearly 20 years after the company's first founding – Aptera says it's finally ready to produce its solar EV. It's showing off its production-intent chassis at the Consumer Electronics Show this week, offering the public a chance to see this vehicle which it says will go into production and delivery this year. Its booth is in the central plaza, outdoors in the sun – where a solar EV belongs. The company has been showing off its

progress towards production intent over the course of the last years, doing wind tunnel testing of what it claims will be one of the lowest-drag vehicles ever (with a previously-claimed .13 Cd), receiving carbon bodies in August and completing its first low-speed drive in October. Now the car is out and about driving normally at CES. Aptera says it has another announcement coming soon regarding the vehicle's battery pack, and that its anticipating offering track time in the car in a few months for investors (the company is funding itself through a crowdfunding campaign through which it has raised $135 million of equity). Previously, Aptera said the vehicle would have multiple battery options, with 250, 400, and even 1,000-mile (!) battery packs (which this author thinks is unrealistically excessive, and frankly a sign for pause). But Aptera has backed off from talking much about its previous 1,000-mile target, and all we heard about during this reveal is the 400-mile, 45kWh pack that will be included on the company's $40,000 launch edition vehicle (which will have limited options otherwise). Aptera says that it anticipates first deliveries of its launch edition by the end of this year – a timeline which the company has stated before, but which we wouldn't be surprised to see slip. Nevertheless, that's the messaging.

https://electrek.co/2025/01/08/aptera-shows-its-production-intent-solar-ev-at-ces-ships-this-year/

Prototype Cars/North America

Honda's Radical New EVs Will Be Built in Ohio

Honda offered a glimpse of its future on January 7 at CES in Las Vegas with two prototype electric vehicles, the 0 Saloon and 0 SUV. Speaking to media at the show, Honda Senior Managing Executive Officer for Electrification Katsushi Inoue said both are near-production examples that will launch in the first half of 2026. The new EVs are part of Honda's 0 Series models that will be built at the company's EV Hub in Ohio. Mechanical details were not shared. For that matter, very little is known about the concepts beyond the software that will control them. Both will incorporate Level 3 automated driving with eyes-off-hands-off operation, utilizing technology developed with partner Helm.ai. Stephen Frey, Honda's vice president of development operations, claims the advanced tech can „estimate its surroundings just like a human driver" and make difficult decisions in tricky situations, such as complex intersections. Another company, Renesas Electronics Corporation, is working with Honda on a high-performance system-on-chip (SoC) hardware platform. Running all of that is an AI software system developed in-house by Honda, and you just might recognize the name. It's called the ASIMO operating system – a direct callback to Honda's ASIMO robot created in the 1980s. The OS will incorporate a plethora of cameras, sensors, and „advanced intelligence technologies" to extend beyond basic vehicle controls and predictive behavior. Your car will continually learn about the surroundings as well as the occupants, with the driver being the focal point of the relationship. Yes, Honda portrays it as a relationship. The car will have an emotive character and recognize

various emotional states among the occupants within. If the driver seems worried, the car might strike up a conversation to ease some tension. Happiness is apparently infectious with ASIMO in the 0 Series, meaning you can share laughs and jokes with your car. And like any relationship, the more time you spend together, the more the car learns about you. Take that as inspiring or as spooky as you like. More information on actual production models will come closer to the official launch. Right now, the 0 Series SUV is slated to begin first, arriving by mid-year 2026 for the US market. The Saloon will follow, though both are expected to be on the road next year.

https://www.motor1.com/news/746498/honda-zero-saloon-concept-ohio/

Previews/North America

Faraday Future Teases New FX 6 Crossover and Super One Minivan

Faraday Future's new mainstream brand has teased two upcoming models and revealed its logo. Faraday X (FX) also made some pretty big promises, but we're not holding our breath. Starting with product, Faraday X confirmed plans for three models including an "AI-MPV" called the Super One. It's billed as a "groundbreaking vehicle" that will "meet the dynamic and diverse needs of visionaries and their families." The company also said it would deliver "twice the performance at half the price."Faraday rambled on with that nonsense, so details are virtually non-existent. The blurry teaser image is about as helpful as it simply shows a generic minivan covered in camouflage. That being said, Engadget was given a preview and they said the Super One comes with two rows of leather seats. Rear passengers are the priority as there are heated, massaging seats with integrated footrests. The model also has a small fridge, although it sounds like the van is far from finished. Faraday X also teased their FX 6, which is slated to start between $30,000 and $50,000. It's billed as an "extra-large luxury AIEV" and it appears to be a curvaceous crossover with a sloping roof. We can expect to learn more about it in March. Both models are slated to be joined by an entry-level FX 5, which has a targeted price of between

$20,000 and $30,000. The company didn't say much about it, but has previously referred to it as a "large-space sporty AIEV." Faraday was coy on performance details, but said "FX models could potentially offer two types of powertrains" including range-extended and battery-electric options. The company also said one of the models could go into production by the end of the year, although that's "subject to securing necessary funding and agreements." That, of course, is Faraday's Achilles heel as the company limps from one crisis to the next. The company is also said to have sold a mere "15 or 16" FF 91s, so that's not exactly a stellar track record.

https://www.carscoops.com/2025/01/faraday-future-teases-new-fx-6-crossover-and-super-one-minivan/

New Vehicles/North America

Ford Reveals a Special Edition of Its $325,000 Mustang GTD

Ford Motor on January 9 revealed a special edition of its $325,000 Mustang GTD called "Spirit of America," a nod to historical jet-propelled cars sharing the same name. The white vehicle features red and blue stripes down its center, matching the overalls that Spirit of America driver Craig Breedlove wore when he broke both the 500 mph and 600 mph barriers in the 1960s. Ford, which revealed the car for the Detroit Auto Show, declined to disclose pricing for the special-edition vehicle, which is based on the automaker's current GTD. The Mustang GTD features a supercharged 5.2-liter V8 engine that produces 815 horsepower and 664 pound-feet of torque – the most powerful production Mustang in history. The car's top speed is 202 mph. The GTD is part of Ford's plans to expand the Mustang nameplate into the higher echelons of the sports car and racing worlds. Ford said it received more than 7,500 applications for the 2025 and 2026 Mustang GTDs during last year's application window.

https://www.cnbc.com/2025/01/09/ford-special-edition-mustang-gtd-spirit-of-america.html

Previews/North America

Ford Mustang EcoBoost Gets Dark Horse Upgrades via RTR

RTR Vehicles, the performance collaboration between Ford and professional drifter Vaughn Gittin Jr., on January 9 revealed the 2025 Mustang RTR. Set to make its formal debut at the 2025 Detroit auto show, the new performance Mustang is based on the latest Mustang EcoBoost and will be built by Ford on the same line as the regular Mustang. RTR has its own series of tuned Mustangs which it builds at its own facilities. The 2025 Mustang RTR is still in development and RTR hasn't said when that development will be complete. However, the company has confirmed some details. RTR said the car borrows some of the upgrades from the track-focused Mustang Dark Horse, without specifying which parts. It also sports upgraded Brembo brakes with calipers painted in a Hyper Lime color, as well as some of RTR's unique styling touches designed for the seventh-generation Mustang, like a custom grille with LED accents for the intake surrounds. No change was mentioned for the Mustang EcoBoost's drivetrain, which consists of a 2.3-liter turbo-4 engine rated at 315 hp and paired as standard with a 10-speed automatic transmission. Drive is to the rear wheels only. There's no word on pricing, but RTR said the vehicle represents an affordable avenue for enthusiasts seeking a vehicle they

can use on the track. The stock standard 2025 Mustang EcoBoost starts at $33,515, including a $1,595 destination charge. „This Mustang RTR is pure accessible fun, with many enhancements, including Mustang Dark Horse components, Mustang EcoBoost's near-perfect weight distribution, and RTR's signature styling, it's ready for drifting, drag racing, back-road cruising, or ripping around an autocross track," Gittin Jr. said in a statement. Ford will also use the Detroit auto show to present the Mustang GTD Spirit of America, a special livery package for the track-focused Mustang GTD.

https://www.motorauthority.com/news/1145476_2025-ford-mustang-ecoboost-rtr-first-look

Previews/North America

Sony and Honda's Afeela Electric Car Will Start at $89,900

Afeela is starting to become a little bit more than just a feeling. The electric vehicle, which is a joint venture between Sony and Honda, is finally available in the U.S. for preorder. And it only took five years to get here. At its January 7 press conference at CES, Sony Honda Mobility announced pricing and preorder details for the Afeela 1. The vehicle will come in two trims: the $89,900 Afeela 1 Origin and the $102,900 Afeela 1 Signature. Both prices include a complimentary three-year subscription to a variety of in-car features, including the company's Level 2+ driver assist and an AI-powered personal assistant. We're also getting some new specs, including up to 300 miles of EPA-estimated range, and built-in support for Tesla's Supercharger network. The only paint option appears to be "Core Black." The pricier Signature trim will start deliveries in 2026, while customers will have to wait until 2027 for the less expensive Origin. The latest version of the prototype, which Sony Honda Mobility CEO Yasuhide Mizuno described as "near final," still looks like a mashup of a Tesla with the Lucid Air,

with short overhangs and a long wheelbase. It boasts screens across the width of the dashboard, 40 sensors and cameras for semi-autonomous driving assistance, all-wheel drive, and hints at augmented reality integration and "virtual worlds" embedded into the driving experience. As a result, Sony's first foray into the automotive sector is designed to compete with some of the top players in the luxury EV space. Mizuno demonstrated one of the more advanced features when he summoned the vehicle onstage by speaking the voice command "Come on out, Afeela" into his phone. A lot has changed since Sony first rolled out its Vision concept in 2020: demand for EVs in the US spiked, then flatlined, and now has basically stabilized; the Biden administration rolled out generous incentives for EV buyers, but they'll likely get eliminated by the incoming Trump administration; and China has emerged as the world's dominant EV producer. That last fact has recently spurred Honda to initiate a merger with Nissan in the hopes of better competing with Chinese companies on EVs. And now the Afeela, with its sleek sedan looks and plethora of interior touchscreens, is moving steadily closer to becoming a real car that you can really buy.

https://www.theverge.com/2025/1/6/24336375/sony-honda-afeela-ev-preorder-price-ces

New Vehicles/Japan

Mazda Finally Gives the Miata More Power

At last year's Tokyo Auto Salon, Mazda hinted at the prospects of a hotter MX-5 when a hardcore Miata showed up on stage under the Mazda Spirit Racing banner. At the same show in Japan, the production version broke cover on January 10 as a limited-run special edition for the local market. Based on the soft-top version, the sporty convertible has an assortment of upgrades inside and out, including underneath the hood. The 2.0-liter naturally aspirated engine is finally getting more power. This is the second boost in output for the four-pot. When the ND generation was launched in 2015, it initially made 155 hp. About three years later, the Skyactiv-G was massaged to deliver 181 hp. Now, additional upgrades have allowed Mazda's engineers to squeeze out a grand total of 197 hp. Sure, a supplementary 16 hp doesn't sound like much, but for such a lightweight car, the Zoom-Zoom company is confident you'll actually feel the difference. Known by its full name as the Mazda Spirit Racing Roadster 12R, the spicy convertible features changes to the intake, exhaust, cylinder heads, pistons, and camshafts to unlock the extra oomph. While a full photo gallery is not out yet, we do know the car will be sold with an aerodynamic body kit and this Aero Gray paint. The Roadster (Miata's name in Japan) gets forged Rays TE37 lightweight wheels with Yokohama Advan AD09 tires and Brembo front brakes. Other goodies include a Fujitsubo exhaust, a rear spoiler and height-adjustable Bilstein dampers, and Recaro bucket seats with a Sabelt four-point harness. Mazda uses Alcantara to wrap the steering wheel, handbrake, center console, and the gear knob for the six-speed

manual gearbox. The special edition also stands out thanks to a „12R" badge at the back and an individually numbered plaque on the engine. Production will be capped at only 200 units, offered at seven million yen a piece. At current exchange rates, that works out to a pricey $44,300. The order books will open in Japan this fall. Should demand exceed supply, which seems likely, Mazda will organize a lottery to determine the 200 buyers.

https://www.motor1.com/news/746848/mazda-mx-5-miata-more-power/

Concept Cars/Japan

Metal Gear Solid Outlander Leads Army of Custom Mitsubishis at the Tokyo Auto Show

The new year is now well on its way, and even if the night that marked the passing of 2024 is not that far back in the past, everybody is busy making plans for the next twelve months. For the automotive industry, those plans start with 2025's first major auto show, the one that will be held from 10 to January 12 in Tokyo, Japan. It is there where local automaker Mitsubishi makes clear its intentions of attacking the custom segment this year. As the first company in this business to announce part of the lineup that will be on the floor of the Makuhari Messe in Chiba, Mitsubishi goes all in with a total of eight customized but not-that-extreme versions of the Triton one-ton pickup truck, the Outlander SUV, and the Delica van/kei car. Of the eight vehicles to be shown in Tokyo four are Tritons, specced in such a way as to be an embodiment of various ideas and styles. There are also one Outlander and three Delicas to complete the lineup. I'll start with the single Outlander, because it comes with an unlikely connection with the Metal Gear Solid game developed by Konami Digital Entertainment. On the market in one form or another since 1998, the game made a name for itself by effectively avoiding throwing players into direct combat, relying instead on espionage actions, sneaking, and doing things in the shadows. The custom Outlander concept made to match the game is called

Outlander PHEV Night Seeker, and it's a build completely wrapped in black, because how else can one become stealth? It comes with extended fenders for extra protection and what looks like a transparent front guard pulled over the headlights and grille. There is a roof box with the appropriate lights up top, a camouflage pattern to match the dark look of the vehicle, and all-terrain tires to help it go places undetected. No word reached us about this Outlander featuring any mechanical upgrades. The three Delicas present at the Mitsubishi booth in Tokyo are led by something called the D:5 Black Edition Active Seeker. It features only visual upgrades which translate into a gunmetal matte finish offset by green, and graphics designed to be reminiscent of Tokachi, Hokkaido, the place where the Japanese carmaker has its proving ground. The AXCR 2024 Delica D:5 is a racing support vehicle by trade, and as such it comes equipped with a lifted suspension system, off-road tires, and an engine guard made of aluminum. It is the same setup that was used to back the Mitsubishi Ralliart team during its racing exploits last year. The kei car kind is represented at the Tokyo Show by the AXCR 2024 Delica Mini support car which made its debut last year. It too features the same upgrades as its larger sibling, and proved it can do what all other normally-sized vehicle can do after it covered over 2,000 km (1,243 miles) over not that friendly terrain. The four Outlanders I mentioned earlier are led in front of the show's visitors by a vehicle customized by Hiromi, one of Mitsubishi's brand ambassadors. It was made to „blend into urban driving environments," and for one reason or another that translated into lowering the truck as close to the ground as

possible. Large-diameter wheels, an otherwise higher ground clearance, and matte metal-plated parts complete the look. The AXCR 2024 Triton rally car wears all the modifications required by the Fédération Internationale de l'Automobile (FIA) for the Group T1 races, meaning modified cross-country vehicles. Mitsubishi does not specifically reveal the full scope of the changes made, but promises increased off-road capacity thanks to widening the tread, improved suspension gear (including the leaf spring and four-link rigid system with coil springs), and enough power to allow it to overcome larger-displacement rivals. Last but not least on the floor of the Tokyo Show is a Triton modified to become a… DJ booth. What that means is that the truck, more or less in the same configuration as stock, has been equipped with a DJ booth in the bed, allowing parties to be coordinated from there. This version of the Triton was put together by Mitsubishi with the help of Red Bull Japan. There is another Triton to be shown in the Japanese capital, but we have no details on that yet, other that it will be the winner of a Triton custom competition that was held locally over the past few months. We'll keep an eye out for this one and report back once we learn more about it. As for the rest of the carmakers taking part in the Tokyo event, we're yet to hear what they'll bring there. As usual, the show will mostly be a Japanese affair, so we expect the other major players based in the Asian country to step up with their novelties soon.

https://www.autoevolution.com/news/metal-gear-solid-outlander-leads-army-of-custom-mitsubishis-at-the-tokyo-auto-show-245166.html

Prototype Cars/Japan

Subaru Finally Introduces a Proper WRX STI, But One Thing's Sorely Missing

The prospect of a new Subaru WRX STI, based on the current-generation VB WRX Sedan, seems like a pipe dream, to the point that some countries have devised ways to keep the sacred rally-born nameplate alive. The Japanese marque rolled out several attempts at an almost-STI before, but finally, a WRX STI in almost every way has been revealed at the Tokyo Auto Salon 2025. One thing's missing, though: limited slip differentials. Officially called the STI complete car S210 Prototype, the newest member of the S-series – essentially a successor to the rare WRX STI S209 – is powered by a modified version of the WRX's turbocharged 2.4-liter FA24 engine. Since it's still under development, Subaru is targeting an output of 296 horsepower and 277 lb-ft of torque (25 hp and 19 lb-ft more than the standard WRX) through the help of a special ECU and other tuning bits. To achieve that target, Subaru fitted the FA24 with a newly developed air cleaner, intake ducts, and pre-turbo ducts, while the exhaust system includes a low back pressure muffler with a large diameter tailpipe and a cannonball-shaped chamber to reduce resistance. STI also equipped the S210 with a so-called Subaru Performance Transmission – the first S-series to be equipped with a CVT – with tuned „gearshifts" to match the driver's

intentions for „an extremely heightened pleasure of driving." As mentioned, the S210 prototype doesn't come with limited slip differentials, which is a bit of a downer since the Driver's Control Center Differential (DCCD) is one of the essences of a true STI. For the uninitiated, the WRX STI's DCCD allows the center differential locking to be dialed in for better handling. In lieu of that, the prototype is equipped with specially tuned electronic control dampers and coil springs, along with newly developed rear stabilizer bushes. The braking system incorporates Brembo front 6-pot calipers, specialized brake pads, and front and rear drilled rotors. Beyond the STI badges and S210 branding, the prototype comes with a slew of flexible STI aero parts used in its endurance racecars, along with an STI-branded dry carbon rear spoiler. It also wears a set of 19-inch STI Flexible Performance Wheels uniquely designed for the front and rear, wrapped in Michelin rubbers. Other enhancements include new Recaro 8-way power seats with carbon backrests inside. The cabin is designed around a sleek black theme with red accents (unlike the pink ones found in Singapore). Subaru claims that the WRX STI S210 Prototype is a direct derivative of STI's racecars that competed at the Nürburgring 24-hour Race. While it's still in the development stage, the automaker has already confirmed that it's headed for production, with further details arriving in spring. Just like the S209, the S210 will be limited in numbers; up to 500 units, though we're unsure whether it will ever reach America like the former.

https://carbuzz.com/reveal-subaru-wrx-sti-s210-prototype-details-japan/

Concept Cars/Japan

Toyota Unpacks Three GR Yaris Cars Gazoo Racing Plans to Repeatedly Drive to Failure

It's not every day that we learn a carmaker or one of its racing arms is developing cars they plan to drive to failure. Yet that's exactly what Toyota's Gazoo Racing (TGR) said when it unveiled no less than three special Yaris cars at the 2025 Tokyo Auto Salon that kicked off today in Chiba, Japan. For years, TGR has been at the forefront of development for racing versions of Toyota's main cars, and now that the new Yaris with its new automatic transmission is here, it is this model that has caught the attention of the racing crew. For 2024 TGR has some pretty big plans, and that's obvious as soon as you step into the Toyota booth at the Chiba show. The main theme of the display is, no more, no less, „Car-making at Nurburgring," and that immediately makes it clear what to expect. The centerpiece of the display is thus Yaris version called NUR 24. The hatch has been specifically modified to be able to compete in the Nurburgring Langstrecken Serie (NLS). It will be fielded in the NLS by a team called Toyota Gazoo Rookie Rookie Racing (TGRR), which was born from the tie-up between TGR and Rookie Racing.

The appearance of this crew and their new car on the NLS tracks will mark their return to the German endurance race after a six-year break. Toyota does not go into the specifics of the changes made to the Yaris, but says all of them have been thoroughly tested by drivers on roads in Japan and elsewhere, as well as on the Nurburgring itself. The second GR Yaris to be shown in Tokyo is the M Concept, the car that will be used by TGRR in the Super Taikyu Series. Unlike when it came to the NUR 24, we do know a thing or two about the changes made to this one. The most important thing is that the car is powered by a mid-mounted 2.0-liter inline 4-cylinder, turbocharged engine that is still under development. Gazoo says this vehicle is one it plans to repeatedly drive to failure, and then repair „in the extreme conditions of racing." The final Yaris on the list of novelties shown in Tokyo is the Aero Package. Essentially a prototype, this vehicle is packed to the teeth with upgrades made with feedback from professional drivers. There are technically sux such parts installed on this hatch, the most obvious of them being the variable rear wing and a vertical handbrake, which is not unlike the one offered as an option for the RC trim level of the GR Yaris. We're not told exactly when to expect see the three Yaris cars on the tracks of the world, but we do know that the Nurburgring Langstrecken Serie kicks off in March, and so does the Super Taikyu Series.

https://www.autoevolution.com/news/toyota-unpacks-three-gr-yaris-cars-gazoo-racing-plans-to-repeatedly-drive-to-failure-245325.html

Previews/China

GAC Unveils Trumpchi S7 Interior Details

GAC Trumpchi has unveiled the interior of its all-new mid-to-large SUV, the Trumpchi S7. Built on the company's EV+ platform, the S7 is available in plug-in hybrid (PHEV) and range-extended electric (EREV) versions. The interior features a modern, horizontal dashboard design, a large central infotainment screen, and a two-spoke, multifunctional steering wheel. Additional highlights include wireless phone charging, a head-up display (HUD), and a retractable central speaker. Ample storage spaces and a thoughtful layout contribute to practicality, making the cabin suited for family or business use. Externally, the S7 adopts GAC's latest design language. Its front is characterized by a "Skyline" light strip with 2,248 LEDs, supporting OTA updates for customizable lighting effects. A closed grille complements the styling, while the rear features U-shaped taillights inspired by the Mohe Aurora. The D-pillar integrates a breathing light, and the roofline tapers slightly, giving the SUV a balanced profile. The S7 measures 4,900 mm in length, 1,950 mm in width, and 1,780 mm in height, with a wheelbase of 2,880 mm. It includes electric all-wheel drive and offers a total range exceeding 1,000 km. The PHEV version is powered by a 1.5T engine producing 118 kW, paired with lithium iron phosphate batteries supplied by Yinpai Battery and Zenergy. Notably, the S7 incorporates GAC's

self-developed L2++ autonomous driving system, which operates without reliance on maps. This system uses lidar, rear, and side cameras to deliver advanced driver assistance features. A high ground clearance of 200 mm and curb weight between 2,030 kg and 2,260 kg enhance its adaptability to various driving conditions.

Set to launch in the first half of 2025, the Trumpchi S7 is designed to meet the growing demand for practical, electrified SUVs that offer versatility and advanced features.

https://carnewschina.com/2025/01/02/gac-unveiled-trumpchi-s7-interior-details/

Previews/China

Geely Unveils Official Images of Its Galaxy L6 EM-i

Geely has unveiled plans to launch five new energy vehicles under its Galaxy brand in 2025. This ambitious lineup will encompass two SUVs and three sedans. Among these, the highly anticipated Geely Galaxy L6 EM-i takes center stage. This model marks a significant milestone as the first sedan to be equipped with Geely's cutting-edge next-generation Thor PHEV system, aptly named NordThor or Leishen. While the exterior of the L6 EM-i largely retains the familiar aesthetics of the existing L6 model, subtle yet noteworthy changes are evident. The sleek, hidden door handles have been replaced with conventional ones, and a discreet „EM-i" badge adorns the rear, subtly differentiating this electrified variant. The overall dimensions, including length, width, height, and wheelbase, are anticipated to remain consistent with the current model. However, a more pronounced transformation awaits within the L6 EM-i's cabin. The interior has undergone a significant redesign, with the most notable alteration being the shift from a vertically oriented central control screen to a horizontally positioned one. This reconfiguration has streamlined the center console, now showcasing a wireless charging pad, convenient double cup holders, and a sleek rotary knob. In contrast, the distinctive double-spoke flat-bottom steering wheel maintains its presence, offering a familiar touchpoint for drivers. Furthermore, the renowned Flyme Auto smart cockpit will continue to enhance the in-car experience. Powering the Geely Galaxy L6 EM-i is a sophisticated hybrid system, mirroring the setup found in the Galaxy L7 EM-i. This system seamlessly integrates a 110

horsepower 1.5-liter naturally aspirated engine with electric motors, drawing energy from lithium iron phosphate battery packs. Two battery pack capacities are available: 8.5 kWh and 19.09 kWh, delivering impressive pure electric ranges of 48 kilometers and 115 kilometers, respectively. The fuel efficiency is equally commendable, with a combined fuel consumption per 100 kilometers estimated at 3.8 liters and 3.95 liters for the respective battery capacities. Beyond the L6 EM-i, Geely has further exciting plans in store. The company intends to expand its global reach by introducing the Galaxy Starship 7 to overseas markets in the latter half of 2025. Moreover, the company is committed to widespread adoption of its advanced NordThor PHEV system across the entire Galaxy product range, signifying a significant step forward in Geely's electrification journey. The introduction of the L6 EM-i and the subsequent rollout of the NordThor PHEV system across the Galaxy lineup promise to solidify Geely's position as a leading player in the global automotive landscape.
https://www.carsbite.com/car-news/geely-unleashed-official-images-of-its-galaxy-l6-em-i/15566

Updates/China

Leapmotor Launches New C16 SUV Variants With Longer Range

Leapmotor has added two new battery electric vehicle variants to its six-seat SUV model, the C16, to cater to potential customers looking for longer range. The two new C16 variants start at RMB 172,800 ($23,590) and RMB 189,800, respectively, and both have a CLTC range of 580 kilometers. The C16 was launched on June 28, 2024, and has been offered in extended-range electric vehicle (EREV) and BEV variants. The model is available in three EREV options with a starting price of RMB 155,800, RMB 162,800 and RMB 179,800 respectively. Its BEV variants were also previously offered with three options, starting at RMB 161,800, RMB 168,800, and RMB 185,800 respectively. The C16 long-range version launched on January 6 has a starting price increase of RMB 11,000, or 6.8 percent, over the previously available BEV variants. All three previous BEV variants of the C16 are powered by a lithium iron phosphate battery pack with a capacity of 67.7 kWh and have a CLTC range of 520 kilometers. Both the new variants are powered by a lithium iron phosphate battery pack with a larger capacity of 74.9 kWh, thereby upgrading the CLTC range to 580 kilometers. The higher priced variant of the C16 long-range carries a 128-channel LiDAR, while the less expensive variant does not use the component. All EREV and BEV variants of the C16 are single-motor rear-wheel-drive

models, with the BEV variant being able to accelerate from 0-100 kilometers per hour in 6.37 seconds. The model measures 4,915 mm in length, 1,905 mm in width and 1,770 mm in height and has a wheelbase of 2,825 mm. Customers who order and take delivery of the long-range BEV variants on or before January 31 will receive a discount of RMB 5,000, a RMB 5,000 interest reduction on financing, a RMB 5,000 trade-in subsidy, and a RMB 7,000 option subsidy.Leapmotor delivered 42,517 vehicles in December, up 128.37 percent year-on-year and up 5.85 percent from November, according to data it previously announced. For the full year 2024, Leapmotor delivered 293,724 vehicles, up 103.76 percent.By the end of November, the C16 had delivered a total of 34,679 vehicles since deliveries began in June last year, with single-month deliveries above 7,000 in September-November, according to data compiled by CnEVPost.

https://cnevpost.com/2025/01/06/leapmotor-launches-new-c16-variants/

New Model Introductions/China

Lynk & Co 900 Flagship SUV Debuts in China

Lynk & Co has officially unveiled its new flagship SUV in China. Previously known by its codename L946, the brand's largest vehicle to date is called the Lynk & Co 900 and is expected to go on sale in March this year. The three-row SUV is properly big, measuring in at 5,240 mm long, 1,999 mm wide, 1,810 mm tall and with a wheelbase spanning 3,160 mm. Prominent design cues include two-tier front lighting with upper H-shaped daytime running lights and lower LED headlamp clusters, the latter of which sandwiches an array of small LEDs that can be used to display various graphics. This is also replicated for the full-width, slim taillights, enabling the 900 to put on a show, as evident by the launch video. Elsewhere, the 900 doesn't sport a conventional main grille at the front, while the lower apron has an active shutter intake. Along the sides, you'll find flush door handles and a "post" for the side mirrors and a branded trim piece that integrates some of the vehicle's sensors. Other cues include a large tailgate, a roof-mounted lidar sensor and black-finished pillars for a "floating roof" look. On the inside, the 900 offers seating for up to six people (2-2-2 layout), with those at the front having access to a huge 30-inch, wide-format touchscreen with 6K resolution. This acts as both the main infotainment and front passenger screen, with support for multi-view displays. The driver gets a 12.66-inch instrument cluster display, with other niceties being dual wireless charging pads and a small number of physical controls on the centre console. Those in second-row captain chairs will have access to an equally large 30-inch, 6K touchscreen which deploys from the ceiling, along with a smaller control panel located at the back section of the front centre console, which also houses a slide-out fridge. A pair of Qualcomm Snapdragon 8295 chips power the 900's cockpit. Lynk & Co is particularly proud of the 900's practicality,

boasting no less than 42 storage compartments available to passengers. It also claims class-leading headroom and legroom, up to 550 mm of movement range for the second-row seats and the third row has seat back adjustment and a movement range of 125 mm. No shortage of boot space either, with 300 litres available with the seats in their default position, plus a further 20 litres under the floor. The tailgate is also of a split design like a Range Rover, providing access to a storage space with a depth of 590 mm, width of 1,130 mm and height of 786 mm – there's also a roof rack that can support up to 100 kg. As for the powertrain, the 900 is built on the SPA Evo platform and comes with continuous damping control (CDC) as well as dual-chamber air suspension. Buyers will get three different setups to choose from, with lower-end variants getting a plug-in hybrid (PHEV) system based around a 1.5 litre turbocharged engine that is paired with a front electric motor rated at 218 PS (215 hp or 160 kW). Joined by another electric motor with 313 PS (308 hp or 230 kW) at the rear axle, the total system output is 721 PS (711 hp or 530 kW). For even more power, the other two options are also PHEVs but with a 2.0 litre turbocharged engine. The lesser of the two uses a 167 PS (165 hp or 123 kW) front motor and 313 PS (308 hp or 230 kW) at the rear for a combined output of 734 PS (724 hp or 540 kW). If that's still not enough, the second version uses the same 167 PS (165 hp or 123 kW) front motor but each of the rear wheels get their own 218 PS (215 hp or 160 kW) electric motor for a very mighty 857 PS (845 hp or 630 kW) of total system output. This is meant to be a premium family SUV, mind you. The claimed performance figures include a top speed of 200 km/h and a 0-100 km/h time of four seconds, likely for the top-spec variant. CarNewsChina reports the 900's digital AI chassis and rear-axle steering will allow for crab mode and sharp U-turn functions. The car's ADAS functions are powered by Nvidia Orin X or Thor chips, although details are limited for now, as is pricing.

https://paultan.org/2025/01/06/lynk-co-900-flagship-suv-debuts-in-china/

Previews/China

Xpeng Teases New SUV G7 to Take on Tesla Model Y

Xpeng has previewed its new SUV model, the G7, after spy photos showed Tesla's facelifted Model Y looking like its G6 SUV. Xpeng's new SUV has been officially named the Xpeng G7, the company's vice president Yu Tao said on Weibo on January 9. The G7 will perhaps be the most competitive SUV in the RMB 250,000 ($34,100) class this year, he said. The model looks great, is loaded with AI technology, and remains a space monster, making it definitely a top choice for family users, Yu said. Space monster is the phrase Xpeng uses to describe the P7+ sedan. Yu did not reveal any more details but shared the first three images about the Xpeng G7. Less than an hour before he shared the images of the G7, pictures of the camouflage-free facelifted Tesla Model Y were widely circulated on Chinese social media. The new design of the updated Model Y has many thinking it looks like Xpeng's other SUV, the G6, making Xpeng a trending topic as well. Xpeng officially launched the G6 in China on June 29, 2023, with deliveries starting a few days later. The current starting price of the model in China is RMB 199,900. Last month, China's Ministry of Industry and Information Technology released a catalogs for models that will soon be allowed to be sold, and the updated G6 was included. This means that a facelifted G6 may not be far away. Aside from the G6,

Xpeng also has a flagship SUV on sale, the G9, which currently starts at RMB 263,900. The information Yu shared today implies that the G7 will be positioned and priced between the G6 and G9. The Xpeng G7 is expected to be the most direct competitor to the Model Y. The Tesla model is currently offered in three variants in China, with starting prices of RMB 249,900, RMB 290,900, and RMB 354,900 respectively. The G7's other potential rival is the L60 from Nio's sub-brand Onvo, which is also targeting the Model Y. The L60 starts at RMB 206,900, including the battery pack.

https://cnevpost.com/2025/01/09/xpeng-teases-new-suv-g7/

Previews/China

Zeekr 007GT Unveiled

Zeekr has revealed its latest model, the 007 GT in an initial release of images which show that the 007 GT takes on shooting brake/station wagon form. This follows the 007 sedan which was first unveiled in November 2023, ahead of its market launch in China in August 2024. According to Car News China, the 007 GT will go on sale in China in four variants – the Smart RWD at 209,900 yuan (RM128,457), the Long Range RWD and the Smart AWD, both at 229,900 yuan (RM140,693), and the Performance AWD, at 299,900 yuan (RM183,532). Viewed in profile, the 007 GT borrows heavily from the 007 sedan in terms of its front-end styling, while the profile of the 007 GT also bears strong resemblance to that of the sedan, save for the shooting brake roofline which also gets roof rails. Single-motor, rear-wheel-drive versions of the 007 GT get a 310 kW (422 PS) motor, which propels the car from 0-100 km/h in 5.4 seconds. Meanwhile, the top all-wheel-drive version gets an additional 165 kW (224 PS) for a combined output of 375 kW (510 PS), and this enables a 0-100 km/h sprint time of 2.84 seconds, this being the same acceleration time achieved by the top variant of the 007 sedan. This is said to be based on the same platform as the 007 sedan, which would be the PMA2+ platform that is derived from the Geely group's SEA architecture and which supports an 800-volt

electrical architecture. Batteries are either LFP or NMC units depending on variant, and these are said to offer battery range figures of between 616 km and 870 km on the Chinese domestic CLTC testing standard (the more stringent WLTP protocol will yield slightly lower figures).

The Zeekr 007 GT will see its market launch in the second quarter of this year, according to the brand.

https://paultan.org/2025/01/10/zeekr-007gt-unveiled-shooting-brake-ev-with-twin-motor-awd-up-to-510-ps-up-to-870-km-range-cltc/

Production Launches/China

Zhengzhou Nissan's First Z9 Pickup Rolls Off Line

Recently, Zhengzhou Nissan's new strategic model „Rugged New Player" Z9 officially rolled off the production line. The new car will start presale in February this year and will be officially launched in March. The company also stated that a PHEV version of the Z9 will be released at a later date. Zhengzhou Nissan's new pickup Z9 is positioned as a „Rugged New Player," marking the first product in the brand's Z series. In terms of exterior, the new car draws inspiration from the letter „Z". The overall design of the Z9 adopts the new „Z-vision" design language. The „Flash Armor Shield" front features a Z-shaped interlaced grille, and the scimitar-shaped decorative elements are highly recognizable. The upturned design of the rear lines adds a dynamic touch. The sides are very straight, and the black A-pillars and B-pillars create a floating roof. In terms of dimensions, the new car measures 5,520x 1,960x1,950 mm in length, width, and height respectively, with a wheelbase of 3,300 mm.

In terms of the interior, the new car follows the design concept of „ultimate technological aesthetics," featuring a dual-screen layout. The seats adopt a mech-style design that is simple and stylish. It utilizes the new EEA3.0 domain-controlled integrated electronic and electrical architecture, supports seamless OTA upgrades, and includes 28 intelligent driving functions, bringing the overall intelligent driving level to L2+. The smart cabin is on par with that of mainstream passenger vehicles. In terms of power, the Z9 fuel version continues to use the 2.3T diesel turbo engine coded M9T, delivering a maximum power of 140 kW and a maximum torque of 500 Nm. The hybrid version has a combined range of nearly 1,100 km and a combined fuel consumption of only 1.24 l/100 km. For fuel-based driving, the NEDC fuel consumption is 7.9 liter per 100 km.

https://www.bitauto.com/uk/news/100197513898.html

New Vehicles/East Asia

Genesis Introduces ‚G80 Black' with Exclusive Design Enhancements

Genesis, the luxury vehicle division of Hyundai Motor Co., has introduced the „G80 Black," a new variant of its popular G80 model, starting from January 8. This new model emphasizes luxury with an exclusive black color scheme applied to both the interior and exterior design. The launch coincides with the release of the „2025 G80," a model year update for the G80, which also began sales on the same day. The G80 Black is the fourth black model from Genesis, following the G90 Black, GV80 Black, and GV80 Coupe Black. The entire exterior of the G80 Black, including the front bumper grille, radiator grille, and front emblem, is adorned with a sleek black color. It comes standard with 20-inch high-gloss black wheels and floating wheel caps, enhancing its sophisticated appearance. Inside, the G80 Black features exclusive real wood garnishes, seat leather, and seat quilting, all finished in black-colored specifications and exclusive interior materials. A Genesis representative highlighted the significance of the new model, stating, „Genesis Black is a medium that shows the essence of the brand's design philosophy. The G80 Black is a core model of the brand with an overwhelming presence." In addition to the G80 Black, Genesis has also started selling the 2025 G80. This

updated model comes standard with a head-up display and offers new interior color combinations, including Forest Blue and Ecru Camel two-tone options. Customers who take delivery of the G80 by June this year can benefit from tax incentives due to the South Korean government's temporary reduction of the individual consumption tax from 5% to 3.5%. This policy aims to stimulate the economy by making high-value purchases more attractive. The G80 Black is priced at 81.49 million won for the 2.5 gasoline turbo and 85.73 million won for the 3.5 gasoline turbo. The 2025 G80 is priced at 58.99 million won for the 2.5 gasoline turbo and 65.49 million won for the 3.5 gasoline turbo. Additionally, the G80 Sport Package is available at 62.39 million won for the 2.5 gasoline turbo and 71.01 million won for the 3.5 gasoline turbo. Genesis, launched in 2015, aims to compete with other luxury car brands like BMW, Mercedes-Benz, and Audi by offering high-quality, technologically advanced, and stylish vehicles. The G80 has been a cornerstone of the Genesis lineup since its introduction, known for its blend of performance, comfort, and advanced features. The Black editions of their models further emphasize the brand's distinctive design language, focusing on elegance, athleticism, and attention to detail.

https://www.businesskorea.co.kr/news/articleView.html?idxno=233200

New Vehicles/East Asia

The Hyundai Ioniq 5 N DK Edition Has Been Developed By Drifting Royalty

If you'd have told us a decade ago that Hyundai would soon launch a 641bhp electric performance car that was genuinely brilliant to drive, and then do a special edition of it developed by one of the forefathers of drifting, we'd have told you to lay off the camembert before bed. But here we are, in 2025, with the Hyundai Ioniq 5 N DK Edition. That's not Donkey Kong (although that'd make for an interesting special edition too), but Drift King, the alias of Keiichi Tsuchiya. There's a good chance you're familiar with him if you're reading this website, but if not, he's a Japanese racing driver who was instrumental in helping to bring the sport of drifting to the mainstream. In other words, he knows how to make a car go sideways, which is why it's so exciting that this special edition Ioniq 5 N has been developed with his input. The DK Edition has apparently been set up to Tsuchiya's liking and comes with some fairly significant hardware changes. A set of 21-inch forged wheels save a total of 10.6kg in unsprung mass, and a new set of six-piston monoblock brakes increase the front pad contact area by 54 per cent. A set of

H&R lowering springs developed to work alongside the 5 N's electronically-controlled dampers, drop the ride height by 15 mm. Tsuchiya and Hyundai have gone to town on the aero too, with a new front splitter, side skirts, rear diffuser and rear wing all said to have a meaningful impact on the car's downforce. There's no word on any performance tweaks, but with its two motors making 641bhp in its spiciest setting and a 3.4-second 0-62mph time, the regular 5 N was hardly wanting for poke. Similarly, we don't know if the motors and their clever torque vectoring systems have had any alterations for maximum oversteery silliness, or whether Tsuchiya's input is all in the hardware. Again, though, the 5 N's already a decent skid merchant as it is. When we saw the DK Edition teased the other day, we weren't sure if it was going to be an actual production car or just a one-off attention-grabber for the Tokyo Auto Salon. The good news is that it turns out it's the former, and the DK Edition's going on sale. The bad news is that, so far, it's only been confirmed for Japan and South Korea. We'll add it to the increasingly long list of things we want to import, then.

https://www.carthrottle.com/news/hyundai-ioniq-5-n-dk-edition-has-been-developed-drifting-royalty

Previews/Southeast Asia

Hyundai Creta Electric Interior Revealed, Top Features Announced

Hyundai India has given us a first look at the upcoming Creta Electric's interior ahead of its launch on January 17 at the Auto Expo 2025. Alongside the interior reveal, Hyundai India has also revealed the top features and power figures of the much anticipated electric SUV. The Hyundai Creta Electric's dashboard layout is more or less similar to the one offered in the ICE-powered model. It ain't a bad thing as the dashboard looks modern with dual digital displays and physical knobs to control important functions such as the infotainment and touchscreen infotainment system. However, this being the electric version has some differences to set it apart. The obvious difference is the new 3-spoke steering wheel with the drive selector placed in the steering column. The lower centre console has been redesigned and now has the drive mode selector, cup holders and the switch for the electronic parking brake. Lastly, the dashboard in the electric Creta is finished in a black and white hue with purple ambient lighting as opposed to the ICE model's grey and white colour with amber ambient lighting. The features list of the Hyundai Creta Electric is more or similar to the ICE-powered car. Highlights include dual 10.25-inch displays comprising the digital driver's display and touchscreen infotainment system, Android Auto and Apple CarPlay, connected car tech, dual-zone climate control, ventilated front seats, panoramic sunroof, powered driver's seat, an 8-speaker Bose sound system and ambient lighting. In addition to all of this, the Creta Electric also offers some new

convenience features such as in-car payment, where you can pay for the vehicle's charging from the infotainment screen. It also comes with a digital key, where you can lock or unlock the vehicle using your smartphone. Passenger safety is taken care of by six airbags (as standard), electronic stability control, front and rear parking sensors, a 360-degree camera, a tyre pressure monitoring system and an electronic parking brake with auto hold. In addition to this, it also comes with Level-2 ADAS, which also gets regenerative braking linked with it where it automatically decelerates from the vehicle ahead using the radar. The Hyundai Creta Electric will come with two battery pack options: 42 kWh and a long-range 51.4 kWh unit. The smaller battery will be teamed with a 135 PS e-motor, while the larger battery will get a more powerful 171 PS e-motor.

https://www.cardekho.com/india-car-news/hyundai-creta-electric-interior-revealed-top-features-announced-33777.htm

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